Fig 29: Boulevard street type

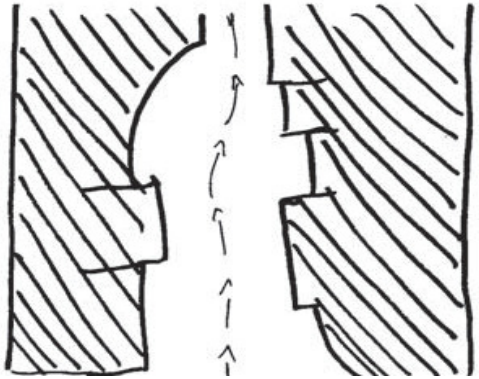
Fig 30 Farm avenue street type

Fig 31: Crescent and attenuation shared surface

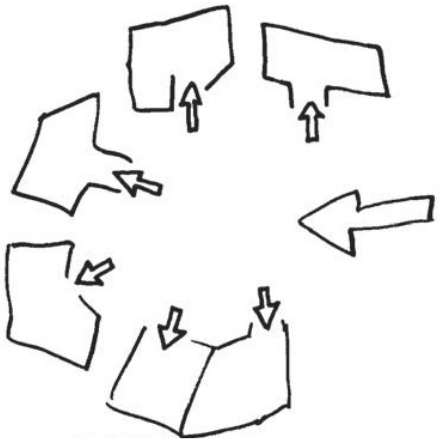
6.9 Block Structure

6.9.1 The Landscape structure referred to above relates directly to the framework of development blocks within the illustrative masterplan. A distorted grid of perimeter blocks is conceived. They are located to define the streets and spaces of the proposal area as well as public and private space.

6.9.2 The blocks are arranged in a way that views out are maximised, thus enabling the countryside to visually penetrate the site boundary. Often the other end of the street terminates in a village green or attenuation pond, creating a more natural design. Rather than using the boundary with Tesco to back private areas onto, the design uses a boulevard to create a gap between residential areas and other uses such as business and retail.



Design principle: Make routes interesting



Design principle: Identifiable entrances

Figure 32 :Block Structure

6.10 Car Parking

6.10.1 Residential car parking is generally indicated on plot, and has been indicated in such a way that the parked car does not overly dominate the streetscene, whilst being accessible and surveilled.
Generally it is suggested that apartments are served by private parking courtyards away from the streetcene, but well overlooked by the 'double fronted' dwellings that wrap round them.
For the houses, it is proposed parking is largely provided on plot to the side. This meets the preference of buyers and residents and will ensure they are well used, reducing potential on street parking demand.
Some front and rear parking courts for the housing are suggested in a number of locations where the buildings have been arranged in terraces for townscape purposes.

6.10.2 Oversized garages are indicated, permitting cycle parking and storage as well as the comfortable storage of a car.

6.10.3 Unallocated visitor parking could be provided in parallel bays on street and at the end of turning heads. The benefit of providing spaces at the end of turning heads is that it keeps the turning space clear, in what would otherwise be a popular space to park on the road.

6.10.4 The Retirement Village indicates some parking provision within the courtyard areas.
It is anticipated the parking for the business areas would be located away from the main streetscene in clusters associated with each building.
Parking would be provided in accordance with Essex County Council Parking standards.

Use	Vehicle min.	Cycle min.	PTW* min.	Disabled min.
1 bedroom	1 space per dwelling**	1 secure covered space per dwelling	N/A	N/A if parking is in curtilage of dwelling, otherwise as visitor/unallocated
2+ bedroom	2 spaces per dwelling**	1 space per 8 units (visitors)	2 PTW spaces and 1 space per 2 dwellings for mobility scooters	N/A if parking is in curtilage of dwelling, otherwise as visitor/unallocated
Visitor/unallocated	0.25 spaces per dwelling (unallocated) (rounded up to nearest whole number)	If no garage of secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for residents plus 1 space per 8 dwellings for visitors	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 vehicle bay or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 vehicle bays** = 4 bays plus 4% of total capacity

Use	Vehicle minimum
4+ bedroom	3 spaces per dwelling*

Table 5: Extract from the Uttlesford Local Residential Parking Standards (February 2013)

Note:
* PTW: Powered Two Wheeler
** Excluding garage if less than 7m x 3m internal dimension

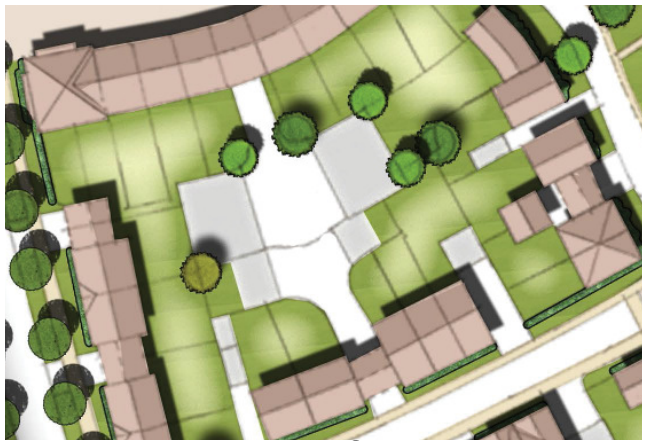


Figure 33: Extract from site plan showing parking court

Figure 34: Indicative parking court

6.11 Urban Design Principles

6.11.1 A series of diagrams identify and explain the urban design and placemaking principles considered in the development of the illustrative masterplan.

Scale

6.11.2 The buildings would be up to three storeys in height within 'The Boulevard Character Area' primarily to provide the appropriate amoint of enclosure for the formal network of spaces. Elsewhere the buildings would primarily be up to two storeys, with occasionally two and a half storey elements for townscape purposes. A variety in eaves lines is suggested to help promote diversity in the streetscene. Certain focal areas of the site could include taller roofs and eaves, whereas quieter locations could lower the impact on the surroundings through the use of one and three quarter storey treatment with lowered eaves and ridge lines.

6.11.3 Building depths have a critical impact on the need for artificial lighting. The depth for this proposal varies between 5-9 meters which is deemed sufficient to naturally light these dual aspect dwellings.
Corner sites are important and dwellings would be treated with two frontages, and often be designed as key buildings.

6.11.4 Houses and Bungalows shown vary in width up to around 9m, and are predominantly semi-detached and detached with a few terraces. Groups are linked together by boundary walls or carports to create well defined streets and spaces which highlight the emphasis for quality public realm.

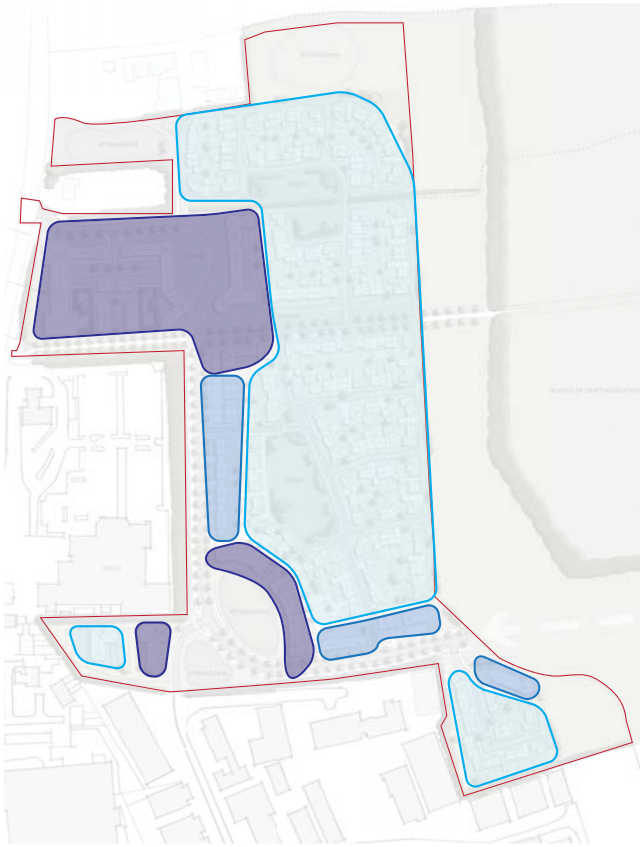


Figure 35 : Building heights

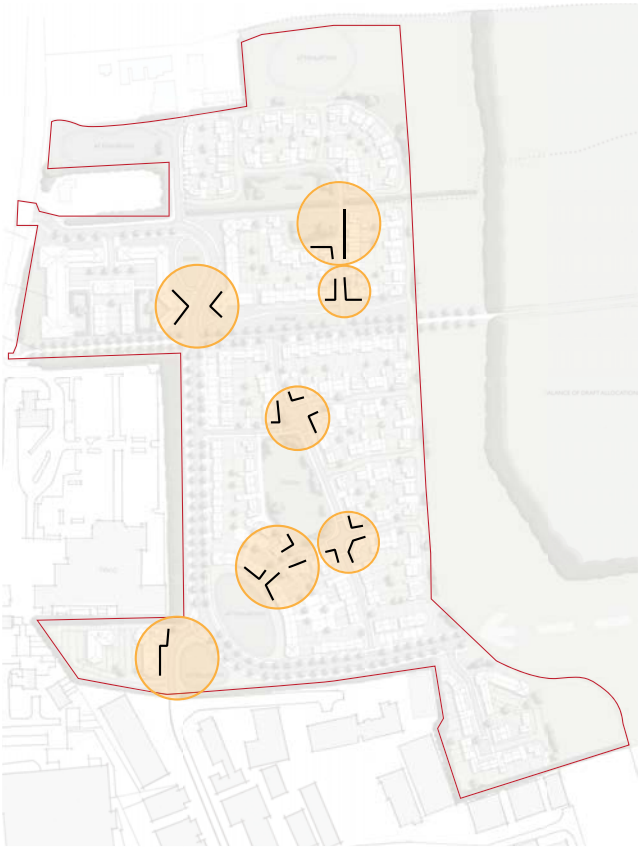


Figure 36: Key building groupings with frontages marked

Building Frontages

6.11.5 Frontages will have active edges with interesting, building facades creating a continuous street frontage.